

CLINKSCALES &amp; LANGSTON.

## Masings for Men.

IN giving a man a PRESENT, give him something that's ELEGANT and USEFUL.

How about a Nice Umbrella?

We have just received a new line in all the latest handles.

A Good Gloria Silk for \$2.25.

We have others from \$1.00 up to \$5.00.

## FALL NECKWEAR

In New and Elegant designs. A man never has too many.

One in a box at \$1.00—just the thing for a Present.

A splendid line at 25c. and 50c.

A nice line of—

MUFFLERS, HANDKERCHIEFS,  
COLLARS, CUFFS,  
AND SHIRTS.

Come in and gaze.

Yours truly,

# B. O. EVANS & CO.

## FOWLER

MEANS TO SELL

100 Fine Carriages, Buggies, Phaetons.

At Greatly Reduced Prices,

From now until December 25th.

FOR SPOT CASH.

Call and see my Stock and get the Prices and you will buy. I mean to sell at the lowest for Standard Grade Goods ever offered in Anderson.

This Reduction only holds good until Dec. 25, 1895.

J. S. FOWLER.

HAVE YOU SEEN—

## OUR ONE DOLLAR BROGAN?

We intend to make a run on Shoes from now until January 1st, 1896.

JUST RECEIVED,

Fifty Boxes Old Time Twist Tobacco,

In 10 to 12 pound boxes, just the thing for Xmas Presents to Father or Brother.

We carry a full line of Staple Dry Goods,

Heavy and Fancy Groceries.

In every department we give full value for every dollar spent with us.

D. P. SLOAN & CO.

AT

## Evans' Pharmacy

No. 4 Hotel Chiquola,

YOU will find a nice assortment of the latest "get up" in—

XMAS GOODS,

Celluloid, Aluminum and Cut Glass NOVELTIES,

Which will please the eye as well as the purse. Go and make your selections AT ONCE.

Also, nice large boxes NUNNALLY CANDY, suitable for your best gift.

FINE EXTRACTS

EVANS PHARMACY.

## IT WILL PAY YOU!

To drop in and see our Goods and get our Prices before parting with your hard-earned Cash, as we are in position to meet all competition, and will save you money on every purchase.

WE have a big Stock of Jeans, Flannels and Staple Dry Goods at prices that never fall to sell.

Also, a big Stock of SHOES, bought before the advance. All we have to do is to show our Shoes and the prices do the rest. They are certainly going fast.

We sell the most popular and reliable brands of FLOUR in Town. Cheaper than you have been paying for inferior stuff.

We always sell the best COFFEE.

We can sell anybody on Tobacco, both in quality and price.

Acids and Fertilizers on hand now.

BROWNLEE & VANDIVERS.

Below we mention a few Goods on which

WE CAN SAVE YOU MONEY!

Doors, Sash and Blinds,

Builders Hardware of all kinds,

Syracuse Turning Flows,

Syracuse Subsoil Flows,

Rubber Belting,

Leather Belting,

Machinery Supplies,

Pipe and Pipe Fittings,

Inspirators, &c.

Sporting Powder,

Blasting Powder,

Shot,

Loaded Shells, &c.

When in the market for any of the above named Goods, or anything in the Hardware line, you will do well to inspect our stock and get our price before you buy.

Yours truly,

# BROCK BROS.

## SOUTHERN BLOCKADE.

Tales of Stirring Adventures on our Coast.

A reporter spent an evening last week with Commander John C. Brain, who graduated from the naval academy, and rendered distinguished service in the Confederate States navy. "Blockade raiding," said he, "is a science. It is attended with great risks and dangers, but when properly studied it may be operated with absolute success and comparative safety. I hear it said in these times that blockades cannot be run now on account of the search light, but I can guarantee that I would get a search light, too. While it is true that the number of vessels in a fleet is known to each in the cordon, the location and position of each at all times is not known and for that reason the uncertainty that would surround the identity of a blockade runner gives her a great advantage, and an opportunity to reach a point of safety before she was discovered."

"Enormous profits were made during the war by blockade running by both private parties and corporations. The only ports of the Confederacy for running the blockade were Galveston, Tex., Mobile, Ala., Charleston, S. C., and Wilmington, N. C. The latter was the principal port, for the reason that it was more accessible, it having two channels leading into the port—the new and old inlets. The old inlet, being the Southern entrance, was guarded by Fort Sumter, Charleston Harbor, and Fort Fisher before the Federals discovered their error. The Will of the Wisp, Captain Capers' own and commander, succeeded on another occasion in running the blockade in the daytime. The captain was a Scotchman, and one day some of the blockade runners on the barbed wire caught sight of his vessel, which was small, but one of the best for speed in the port. She could make 18 knots an hour. They offered to bet him \$100,000 against \$50,000 that he could not run the blockade in daytime. He took them up. It was customary for blockade runners to load and run at night, but the captain, under the protection of our forts, and then make the blockade at night. The Federal fleet saw the Will of the Wisp coming down the river and supposed of course she would anchor, but instead she shaped her course right through the fleet. They fired two shots at her, one passing through her cabin above the water line and the other carrying away her flagstaff. Captain Capers won his \$100,000 and became the hero of the day."

"Showing the systematic manner in which the blockade was run, I remember the Virginia Ironclad and Exporting Company of Petersburg, Va., who owned a fine line of two ships named the City of Petersburg and the Old Dominion, which, for over two years, ran the blockade out of the port of Wilmington and port of St. George, Bermuda, on regular schedule advertised time. Each of these ships made \$250,000, and after the war they were sold to Liverpool, England, and made a daily line between the city of Liverpool, England, and the city of Dublin, Ireland."

"Many strange names were given to ships running the blockade. Among them was a line of three funnel boats belonging to a London agent, and named the Greynhound, the Greyhound, and the Greyhound. The first vessel in the line was christened Letter B, Letter G, and Letter Rip. The finest vessel in the business only made one voyage; she was christened Col. Lamb and was built to carry 15,000 bales of cotton. The war ended soon after she was built and put an end to her career as a blockade runner."

"One of the sad incidents in running the blockade was connected with a ship belonging to James H. Crenshaw of Richmond, Va. His ship cleared in '63 for St. George's, Bermuda, and her pilot, named Davis, had had yellow fever and was just recovering from it. The captain asked him if he would take the ship. He replied that he would, if it was the last ship he ever piloted. The night the ship made the coast he took a relapse and was carried on the bridge in a chair and successfully piloted the ship into port, and when the ship dropped anchor his spirit went aloft."

"Another distressing incident was connected with the Greyhound, a ship running in the new inlet. She accidentally ran ashore. Mrs. Green how, who was so long kept a prisoner in her residence at Washington by the Federal government and guarded by a negro, was a passenger on board this ship with her daughter. In stepping into a boat to go ashore she was made and was carried down by the weight of gold that she had in two belts around her body. Her body was recovered next day."

"The Greyhound, in running the blockade out of Wilmington, was captured by the United States sloop-of-war Connecticut. Ensign Harding was put in command of the ship, with orders to take her to New York. She had as passengers Mr. Pollard, editor and proprietor of the Richmond Examiner, and the famous Belle Boyd."

"The Confederate government built the first steel ships at Laird's yard in Liverpool, England, that were ever built. These were for the purpose of running the blockade, and were christened the Owl, the Bat and the Wren. The Bat and the Wren were captured on their first or second voyage in running the blockade. These ships were so fine that the Bat, after her capture by the Federals, was fitted up and put in condition as a yacht for Mr. Lincoln, and was used for that purpose all through the war. The Owl, which was commanded by 'Capt. J. N. Moffett' was one of the most successful blockade runners of the war. After being picked up in an instant to be counted again, the short change man stating that he wanted to make no mistake. After recounting the four fives the money was again handed Captain Heatherton, who thought that he doubled up the five and put them in his pocket, but subsequent investigation convinced him to the contrary. While he was earnestly entertained by three of the men the fourth quickly took the four fives from his hand and placed four \$1 bills in Captain Heatherton's hand."

Captain Heatherton doubled up the four ones and did not suspect that he had been given short change until two or three minutes later, when he became aroused by the remarkable quick time his newfound friends despatched him, all having departed abruptly. Examining his money the captain found that he had been given four ones instead of four fives. He then reported his loss to the Exposition Police, and Captain Jennings detailed officers on the case. The South Carolinian went with the officers and on the midway pointed out three men who he thought were the parties who robbed him.—Atlanta Constitution.

about the same distance to the northward of new inlet. The blockade was generally run from a quarter to a half mile off the coast and sometimes nearer. Military telegraph officers were stationed at close intervals along the coast 10 to 15 miles to the south or old inlet and the same distance to the northern or new inlet, and by the signal officer aboard the blockade runner establish one of these telegraph stations with his signals communication was at once made with Fort Fisher and Fort Caswell to the effect that such a vessel with captain and so, giving him name, was in the act of running the blockade and to look out for her capture, which was often done when the blockade runner was chased by the enemy.

"The blockade was run only twice during the war in Wilmington in the day time. Once by the Gibraltar, the ex-Confederate war steamer Sumter, which was commanded by Captain Semmes, and which, by the way, was the first war vessel ever floated by the government. By a trick she succeeded in running it from the northward by hoisting the Federal flag. She ran down to the fleet, the Federals thinking she was a transport from the North. She had on board four 200-pound Whitworth guns and other munitions of war for Fort Sumter, Charleston harbor and Fort Fisher before the Federals discovered their error. The Will of the Wisp, Captain Capers' own and commander, succeeded on another occasion in running the blockade in the daytime. The captain was a Scotchman, and one day some of the blockade runners on the barbed wire caught sight of his vessel, which was small, but one of the best for speed in the port. She could make 18 knots an hour. They offered to bet him \$100,000 against \$50,000 that he could not run the blockade in daytime. He took them up. It was customary for blockade runners to load and run at night, but the captain, under the protection of our forts, and then make the blockade at night. The Federal fleet saw the Will of the Wisp coming down the river and supposed of course she would anchor, but instead she shaped her course right through the fleet. They fired two shots at her, one passing through her cabin above the water line and the other carrying away her flagstaff. Captain Capers won his \$100,000 and became the hero of the day."

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## PIEDMONT THE PIONEER.

Mill No. 4 of the Famous Old Plant Completed—A Notable Addition to a Big Enterprise.

Greenville Daily News.

The new mill of the Piedmont manufacturing company at Piedmont, on the Saluda river eleven miles below Greenville, is now virtually completed and awaits only the machinery to be put in full working order. This mill will be No. 4, its older brothers having been at work during a varying number of years.

The new mill is an object of special interest for several good reasons, one of the best of which is that it marks the triumph of the pioneer enterprise of the South. The mill is the work of the leaders in any great undertaking never enjoy the best fruits of it.

The history of cotton manufacturing in this part of South Carolina shows that to the Piedmont mill, to the late Col. H. P. Hammett, the life and work of so long and to the men who stood with and helped him so manfully and faithfully are due the credit for reviving the manufacturing business here and indirectly the tremendous results which have followed.

Cotton manufacturing in Greenville has long had a foothold, but it was many years the very precarious one. A year back before the war we had factories here and some of them did well, although on a small scale. The Batesville and Fork Shoals factories were the most important, but the industry seemed to be at a standstill until Colonel Hammett organized the Piedmont company and selected the site at a well known Saluda river shoal.

It was a desperate and for a time a hopeless struggle. The original capital was \$250,000. It was subscribed, but the great panic of 1873 came on, nobody could pay and nothing could be done. It was not until 1875 that the first mill was built and the work was done with a view to the future. The mill was built on a site where there was actually a complete break down and not even funds enough to buy supplies for the hands at work could be secured. There are men in Greenville now who loaded wagons with provisions from their own stores and sent them to Piedmont that the people there might have something to go on. Just in the very nick of time when every resource seemed to have been exhausted and every hope was apparently gone Colonel Hammett succeeded in securing aid at the North which pulled him through triumphantly.

He Was Fleece.

Four short change sharpeners got in their work on the Exposition yesterday. That number of individuals cleverly fleeced at least one unsuspecting victim.

As a result of the little operation three men are looked up at police headquarters suspected of being the individuals who worked the game. The men were pointed out by the police as they were leaving the market for the day.

The case was turned over to the detectives, and the latter were decided about hooking the three men. The case was turned over to the detectives, and the latter were decided about hooking the three men.

Yesterday Captain Richard Heatherton, a wealthy mill owner, of Piedmont, S. C., took in the Exposition. He was approached by a well-dressed man who he thought was an attaché of an exhibit. The stranger made himself agreeable, and proposed to show the captain through the building. The latter was alone and did not suspect that his companion had any designs on him, and was further pleased by the accommodating man in charge of the South Carolinian was approached by a man who greeted him cordially. Presently two more men came up, the four greeting each other. All were introduced to the victim of the scheme. One of the newcomers volunteered to show the captain and figures the advantages this section has in labor, climate, quality of staple, water power and other important respects for the manufacture of cotton goods on a large scale. The product was made by the millions. Now there is a magnificent, a wonderful, array of great mills in Greenville, Anderson, Spartanburg, Union and other counties. Piedmont showed the way and has steadily kept along with the procession, adding continually to plant and force.

The Piedmont pay roll is now \$20,000 a month and Colonel Orr claims to have the best help in the United States. Many of the Piedmont operatives are children of operatives, born in the town, trained in the Piedmont schools. They are thrifty, healthy, intelligent, prosperous and are men who have grown into a feeling of proprietorship and personal interest in the mills and their work. Colonel Hammett from the very beginning took personal interest in his employees and gave much of his attention to securing and encouraging a high class of labor. In this he has been actively aided by Superintendent Iler, who thoroughly imbued his spirit and has faithfully continued his system, and Colonel Orr acts on the same line. He is prouder of his "help" than he is of the big mills and the hundreds of thousands of dollars of which he is officially in control, and next to the mill and the large cost goes to the workmen and employee.

Cattarrh Cannot be Cured with LOCAL APPLICATIONS, as they cannot reach the seat of the disease. Cattarrh is a blood poison, and in order to cure it you must take internal remedies. Halls' Catarrh Cure is taken internally, and acts on the blood and secures a cure. Halls' Catarrh Cure is not a quick medicine. It is prescribed by the best medical authorities in this country for years, and is a regular prescription. It is composed of the best tonic and purifier, acting directly on the mucous membrane. The perfect combination of the ingredients in Halls' Catarrh Cure results in curing Catarrh. Send for testimonials, free.

F. J. CHENEY & CO., Toledo, O.

Sold by Druggists, 75c.

## COAL OIL JOHNNY.

The Famous Spendthrift is Enjoying Life out in Nebraska.

The pyrotechnic career of the active speculator known as Coal Oil Johnny is not ended, as most people have for a long time supposed. According to the new York Sun Johnny is very much alive, in pretty good condition physically, and in quite comfortable circumstances. And shocking as it may be to those accustomed to holding him up as a horrid warning to the young the fact seems beyond dispute that his good financial plight today is the direct result of his having been a reckless, irresponsible, drunken and pernicious spendthrift when young.

His present home is in Lincoln, Nebraska, and the story of how he came to go there, and how he got the money on which he is living to-day, is just as romantic as any of those other stories which were told about him years ago. He is known as John Steele, and he is a healthy and happy member of a family. As he came being out of the general public was concerned—a realizable estate, and passed into history some thirty years ago, the present generation hardly know him as more than a name associated with many wildly fantastic stories of amazing prodigality, and perhaps without some such publication as this to rescue him from oblivion. In a little while more the myth finders would tell foul of his name and argue him out of real existence.

As it is, however, every one knows something about Coal Oil Johnny's falling into the immense wealth of the Widow McCintock, when, as her adopted son, he inherited her oil producing lands in Western Pennsylvania in March, 1862. This sudden acquisition of enormous wealth turned his head, not all at once, but speedily. He wished to find in enjoyment of it an intensified consciousness of its reality, but was too ignorant to do so in any intelligent way. He married the daughter of one of his workmen, and she taught him to write and to read. He had no other means of knowledge, and he had never learned of the art and mystery of letters.

Only a few months after his marriage he came down to Philadelphia, taking with him a boon companion named Slocum, whose assigned duty was the carrying of his money to the banks in the form of a trunk. The life of prodigality and uncontrolled dissipation into which he plunged was so wild as to be almost beyond belief. He ordered champagne, not by the bottle, but by the basket. He gave a \$5,000 diamond to a negro minstrel for singing a song that pleased him. He frequently bought carriages and horses, and he was attached to the theatre to ride a few blocks, and then presented them to the drivers.

On one occasion he wagered a bottle of wine that he would spend, actually paying out "for fun" and not giving away, \$10,000 a day for sixty days, and won the bottle. At another time he received a large sum of money from the rentals on the farm when he was on the street and quite drunk. It was the memory of Henry Pinckney Hammett, the founder of Piedmont, the man who gave the first impetus to an enormous industrial movement, which has revolutionized the cotton country, and is destined to have yet more far reaching results. As a matter of fact, mills Nos. 1, 2, 3 and 4 and Nos. 5, 6 and 7 as they come in their due time and order, and many other tall chimneys and great masses of brick and machinery in Piedmont, South Carolina, will be monuments to Henry Pinckney Hammett, the founder of Piedmont, and pioneer of the manufacture of cotton on a large scale in this section. His work has fallen into strong hands and is being carried forward and steadily expanded and extended, but the beginning of it will not be forgotten.

"A Pint of Corn."

A very amusing incident occurred in a place on Gervais street a few nights ago. Constable Charles and Davis were there. There was a crowd in the place at the time. One of the constables stepped up to the ex-liquor man, and, slapping him on the back, this conversation took place: "I say, Bill, are you in the business yet?" "Oh, yes, I've never been out of it." "Well, I'm terribly dry, can't you get me a pint of corn?" "Oh, certainly."

"How much?" "Fifty cents." "Well, all right. Go get it." Bill left and soon afterward returned with a pint flask neatly wrapped up, handing it to the constable.

The constable took it, paid the half dollar, and proceeded to South Carolina. Bill submitted to arrest and suggested that they take a drink before they started for the jail.

The constable pulled the neck of the bottle and turned it up. Then he spit out a mouthful of corn, and when everybody laughed, he exclaimed: "I'll arrest you for obtaining money under false pretences."

Bill chuckled, and said: "Well, I guess you won't. You told me to get you a pint of corn. I've fulfilled my contract to the letter, and what's more I gave you full measure, for it's in a dispensary pint bottle. The half dollar's mine and you can whistle for it." The crowd laughed, and the bottle band around the corner played on.—The State, 9th.

—Gossip is putting two and two together and making five.

The number of men building and repairing bicycles exceeds to an enormous per centage the number of men at work among horses who are displaced by common use of the new vehicle. In 1894 in the United States 200,000 bicycles were made, and this year the product was estimated at 400,000. The manufacturers predict the future of 700,000 wheels in 1896. The construction of bicycles furnishes employment to a vast army of workmen. Every part of the machine must be prepared by skillful men. The material for each bicycle cost but \$12 or \$15, and the difference between that small sum and the large cost goes to the workmen and employee.

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account and left in their date of death. How many those concerned have been probably that money choice fare were probably erected, and the excellent Mrs. Steele had idea about experiments of probable prejudices of farm. Do doing so.

—As the down so is faith before—Salt rubbed on dishes will remove—Charity lost when heralded by—Control you, it not obey you, it—Never attem of a woman's w—Never pun fault to which self.—If assaif among dried fr worms.—The next dom ourselves others.—They are more women Island.—Do not circumstances ordinary situ—The poor are those to keep all sh—Not wha the article so name of grou—The bur of gold, whi is an empty p—Josh B care how m it is in—Take a the orator, "We would, of the audie—The st work, and fin dry goods an to satisfy wor pleat.—The on mistakes a man last we mistake for the Egyptian dep ish museum.—Lipper—T say, evidently may be called Chipper—I don at least I wou it to make a gro—Do not catch you with will shed, for have worn a there is gr horses on to—Oh, noisy to-day and day and be you be a it sold us, you us you would your of—I present past; it diame the w a eiv 424—S South their the pr and th a busi tucky to be blood—usual away perience of the C his illi abroa crowd, that family pur Goug imme in the tles fo—tain la lawyer Cash, the me "A you his thir the w the f